

Victorian Heritage Database Report

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CITY OF MELBOURNE



S125 CityOfMelbourne
PortPhillipBayPointHenry
StructureDetail



S125 CityOfMelbourne
PortPhillipBayPointHenry
Pipe



S125 CityOfMelbourne
PortPhillipBayPointHenry
Structure

Location

Point Henry, Corio Bay, Port Phillip Bay

Victorian Heritage Register (VHR) Number

S125

Date lost

30/01/1890

Official number

44652

Construction material

Wood

Hull

Wood, had been "materially strengthened" (GA 21/1/1868)

Propulsion

Sail

Engine specification

engine removed 1858 (UID 2)

Length/Breadth/Depth

217.30 Feet / 40.80 Feet / 0.00

Builder

Austin

Year of construction

1853

Built port

Newcastle, Maine (Parsons; ASRO)also Damariscotta, Memphis (Cutler)

Built country

United States of America

Registration Number

8 of 1874

Registration Port

Melbourne

Date lost

30/01/1890

Departure

Sank at mooring

Cargo

None
 Previously wool, leather, tallow (UID 72)

Owner

1862-1868: J. Baines & Co.
 1869:
 1874: Hugh Donald Reid (43/64) and James Deane (21/64), shipowners of Melbourne
 1885: Melbourne Coal Company
 Victorian Defence Department

Master

1853: Murphy

Cause of loss

Grounded. "...on 27th July, 1889, she stranded near Port Henry and became a total loss. Her remains were broken up under instructions from the Defence Department." (UID 52) "the hulk sank at its moorings where it lay for five years before being dynamited" (Loney, JK, Ships in Corio Bay, Geelong: 1840-1980; Newtown Neptune Press, 1981

Statement of significance

The City of Melbourne is historically significant as an American built fast sailing clipper that was owned by the Black Ball Line. It was then used within Port Phillip Bay as a coal hulk and was also acquired for defence use as a block ship.

VHR history

Originally built in USA as the Black Warrior, and sold in 1862 to James Baines & Co. Magnificent Black Ball Line ship burnt at Williamstown with valuable wool cargo (possibly spontaneous combustion), 26 January 1868, scuttled, sank in 28 ft water. Raised 4 February 1868, converted to hulk at Melbourne. In 1885 bought from Melbourne Coal Company for 2150 pounds by private negotiation for defence of Port 'against the attacks of hostile cruisers'. Press outcry at waste of money and impropriety in purchase of 6 hulks and lighters (incl. City of Melbourne) to sink in shipping channels in case of war with Russia (or any other power). It had been sold for 450 pounds 13 years earlier. H.R. Reid, who had conducted negotiations on behalf of the Government, was Chairman of Melb. Coal Co. which owned City of Melbourne and some of the other vessels. Register closed 6 September 1889 - 'vessel broken up under contract with the Defence Department. Loney and Nayler report it grounded in 1889, floated later to Point Henry and used as landing stage for Bellarine Tea Gardens and in 1890 settled on seabed, explosives used in 1895 to break it up. A further blasting of a hulk took place in 1907, presumably either the Briton or the City of Melbourne. The Briton replaced the City of Melbourne as the landing stage at Point Henry after the City of Melbourne sank.